

**FORMER GARAGE, BROWNEY LANE,  
MEADOWFIELD, DURHAM,  
COUNTY DURHAM**

**HISTORIC BUILDING RECORDING**

**NOVEMBER 2012**

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PRE-CONSTRUCT ARCHAEOLOGY

**DOCUMENT VERIFICATION**

**FORMER GARAGE, BROWNEY LANE, MEADOWFIELD, DURHAM,  
COUNTY DURHAM**

**HISTORIC BUILDING RECORDING**

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**Former Garage, Browney Lane, Meadowfield, Durham, County Durham:  
Historic Building Recording**

***National Grid Reference: NZ 24469 39308***

***Site Code: BLM 12***

***Commissioning Client (on behalf of Brett Brothers Developments Limited):***

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## 1. NON-TECHNICAL SUMMARY

- 1.1 Pre-Construct Archaeology was commissioned by Hodgson Architectural Services, acting as agent for Brett Brothers Developments, to undertake historic building recording of a small complex of buildings, latterly used as a garage, at a site centred on National Grid Reference NZ 24469 39308 and located on the east side of the B6300, Browney Lane, Meadowfield, County Durham. The work was to provide a permanent record of the buildings, in compliance with a condition of planning permission, prior to demolition. The building recording was carried out to a standard equivalent to an English Heritage 'Level 2' record.
- 1.2 The buildings at the former garage site are not listed (including local listing) and do not lie within a conservation area, but have been identified by the Local Planning Authority, Durham County Council, as a non-designated heritage asset of local historic interest. The earliest structural elements of the existing building complex are almost certainly the oldest surviving standing buildings in Meadowfield. They were likely constructed as ancillary buildings of a nearby farmstead, known by the mid-19th century as 'Humble Sledge', which stood at the junction of Browney Lane and what is now the A690 through Meadowfield.
- 1.3 The buildings at the former garage site consist of three stone and brick built single storey ranges laid out in a  $\Pi$  shape, with the central connecting (west) range aligned approximately NE-SW with a range extending to the south-east at each end (north and south ranges). Documentary evidence indicates that the farmstead Humble Sledge (variously referred to in historical documents also as Hummersled/Hummer Sledge/Humbersledge), was in existence at least as early as the late 16th century. However, the date of origin of the earliest elements of the existing buildings at the former garage site is uncertain. The designed enclosed yard layout depicted on the 1838-39 Tithe map of Brandon shows that the west and south ranges had been constructed by this date, with a now demolished east range enclosing a central yard area; this form perhaps suggests a date of construction within an agricultural landscape affected by large scale reorganisation and enclosure from the 18th century.
- 1.4 Historic map evidence demonstrates that, by the mid-19th century, the southern end of the east range of buildings at the former garage site had been demolished and a circular structure, possibly a horse engine house, had been built against the outer wall of the remaining building. This would suggest this structure was a barn or shelter shed, possibly to accommodate new machinery. The survival of horse engine houses is extremely rare and there is the possibility that the footprint of this putative example survives as below ground archaeological remains.
- 1.5 By the end of the 19th century, the circular structure and the majority of the east range had been demolished with only its northern end being retained and incorporated into a north range. Examination of the surviving structures has shown that a major phase of alteration took place around this time, with the wall height raised, a new roof added, along with doorways and windows on the yard elevations of the south, west and north ranges.

- 1.6 Following the probable late 19th-century alterations, the buildings at the former garage site possibly remained in use as farm buildings, with the west range retaining evidence of its function as a cattle house, with stalls against the west wall and a longitudinal feeding passage on the east side. Three wide windows were also added on the south-west elevation of the south range and a smaller possibly original window was blocked by the time the buildings were surrounded by housing and urban development in the mid-20th century.
- 1.7 The buildings at the site then underwent a change of use, with minor structural alterations, and by the mid-20th century had become a garage and filling station. The site is known to have been the premises of Cheesey's Coaches during the second half of the 20th century, but was vacated in recent years and the buildings were in a state of considerable disrepair when examined for the building recording.
- 1.8 Despite the generally derelict condition of the buildings at the site, the use of local multicoloured sandstone in the earliest elements of the complex, in a region where there is a wide variety of building materials, lends a degree of local distinctiveness and character. As probably the earliest surviving buildings in Meadowfield, likely an outlying element of an independent farmstead before there was even a village, the earliest structural elements of the complex are of local historical interest, being a rare surviving remnant of the rural past of this part of County Durham, prior to the rapid 19th-century urbanisation brought about for the most part by coal mining.



## 2. INTRODUCTION

### 2.1 General Background

- 2.1.1 Pre-Construct Archaeology was commissioned by Brett Brothers Developments (with Hodgson Architectural Services acting as agent) to undertake a programme of historic building recording of a small complex of buildings on a former garage site on Browney Lane, Meadowfield, County Durham. The work was required by the Local Planning Authority, Durham County Council, as a condition of planning permission for the demolition of all buildings and the erection of four new dwellings on the site.
- 2.1.2 The building complex consists of three stone and brick built single storey ranges laid out in a Π shape, with the central connecting (west) range aligned approximately NE-SW with a range extending to the south-east at each end (north and south ranges). Incorporated within the complex are probably the oldest surviving structures in Meadowfield, these probably originally built as farm buildings in the 18th century. By the mid-20th century the site was in use as a garage and filling station and was vacated in recent years.
- 2.1.3 The building recording and this report were undertaken in accordance with a Written Scheme of Investigation compiled by PCA<sup>1</sup> and approved in advance of the work by the Local Planning Authority. The recording was carried out to a standard equivalent to an English Heritage 'Level 2' record.<sup>2</sup> The project was designed according to English Heritage guidelines set out in *Management of Research Projects in the Historic Environment* (MoRPHE).<sup>3</sup>
- 2.1.4 The interior of only one portion of the building complex – the south range and the adjoining southern end of the west range - was safely accessible for examination due to the extremely poor condition of the roof structure. External and, where possible, internal photographs of the buildings were taken to record the structure and existing architectural drawings of the ground plan and elevations were modified to illustrate archaeological features. In addition, two elevations not included in the existing set of drawings were created from on site measurements. Some documentary research was undertaken to set the results of the recording in historical context.
- 2.1.5 At the time of writing, the Site Archive, comprising written, drawn, and photographic records, is housed at the Northern Office of PCA, Unit N19a Tursdale Business Park, Durham, DH6 5PG. When complete, the Site Archive will be deposited with the Old Fulling Mill, Museum of Archaeology, The Banks, Durham DH1 3EB, under the site code BLM 12. The Online Access to the Index of Archaeological Investigations (OASIS) reference number for the project is: preconst1-136771.

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<sup>1</sup> PCA 2012.

<sup>2</sup> English Heritage 2006a.

<sup>3</sup> English Heritage 2006b.



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Figure 1  
Site Location  
1:20,000 at A4



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Figure 2  
Detailed Site Location  
1:400 at A4

## **2.2 Site Location and Description**

- 2.2.1 The former garage site is centred on National Grid Reference NZ 24469 39308, lying on the east side of the B6300, Browney Lane, as it runs to the south-east from the A690 out of Meadowfield, Durham (Figure 1). The building complex is positioned adjacent to the road with the south-west elevation of the south range fronting directly onto the pavement (Figure 2). To the south-east of the complex was the open former garage forecourt area, with two points of vehicular access to the road. Two mid-20th-century fuel pumps were positioned centrally in the open area with underground fuel storage tanks lying between the pumps and the pavement.
- 2.2.2 To the south-east of the former garage site is an adjoining 20th-century residential property (now named 'Humbersledge') also fronting onto Browney Lane. Included within that property is a small, square stone-built structure that was once part of the former garage site, now located at the northern end of the shared boundary. The elevation of this structure along the boundary had double timber doors that had once provided access to the interior from the site. Although access was limited, it was noticeable that the fabric and method of construction of this building were very similar to that of the earliest elements of the former garage complex. Indeed, while the walls of the former garage buildings had been raised in the late 19th century, the walls of this much smaller structure appeared to have been unaltered from their original height.
- 2.2.3 The north-west and north-east elevations of the former garage building complex both form the site boundary with Addison Park, a park, recreation ground and nature area. Shrubbery had been planted against the buildings in places, so that parts of the elevations could not be examined or photographed, this being particularly true of the north-west elevation, alongside which dense shrubbery had been planted.

## **2.3 Planning Background**

- 2.3.1 Planning permission (4/12/00640/FPA) was approved by Durham County Council Planning Development (Central East) in October 2012 for demolition of the existing buildings at the site and the construction of four new dwellings. The planning application was supported by a combined design and access/heritage statement.<sup>4</sup>
- 2.3.2 Statutory protection for historically important buildings and structures is derived from the *Planning (Listed Buildings and Conservation Areas) Act 1990*. UK Government policy regarding the historic environment generally is currently set out in Part 12, 'Conserving and Enhancing the Historic Environment', of the National Planning Policy Framework (NPPF).<sup>5</sup> The former garage site does not lie within a conservation area and the buildings upon it are not listed (including 'local listing'), therefore they cannot be considered 'designated heritage assets' under the terms of national legislation and guidance relating to the protection of historic buildings and structures.

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<sup>4</sup> The Planning Station 2012.

<sup>5</sup> Department of Communities and Local Government 2012.

2.3.3 The Archaeology and Design and Conservation Sections of the Heritage, Landscape and Design Team at Durham County Council response to the planning application was that, although the older elements of the existing buildings are not designated heritage assets, they are of historical interest at a local level and thus constitute a 'non-designated heritage asset', and are therefore afforded some degree of protection under the terms of the NPPF. In addition, Durham County Council has policies in place designed to safeguard all aspects of the historic environment within its local plan, currently through 'saved' polices from the *City of Durham Local Plan 2004*, until the finalisation of the overarching planning document, the emerging *County Durham Plan*. Local Plan Policy 21, 'Historic Environment', states:

*'The Council will preserve and enhance the historic environment of the district by:*

- *requiring development proposals to minimise adverse impacts on significant features of historic interest within or adjacent to the site; and*
- *encouraging the retention, repair and re-use of buildings and structures which are not listed, but are of visual or local interest.*

2.3.4 Accordingly, the effect of the re-development proposal on the significance of the heritage asset was taken into account in determining the planning application. A planning condition (condition number 8, planning permission 4/12/00640/FPA) required a programme of building recording/analysis and investigation, in accordance with a written scheme of investigation (WSI), to be implemented for the existing buildings at the site.

2.3.5 The planning condition specified that no demolition works could be undertaken until the results of the programme of building recording and investigation were submitted to and agreed in writing by the LPA. The reason given for the planning condition was given as '*In the interests of investigating and appropriately considering the existing buildings as a heritage asset having regards to Part 12 of the NPPF and Policy E21 of the City of Durham Local Plan 2004*'.

## **2.4 Historical Background**

*Information collated from 'Keys to the Past', the online version of the County Durham Historic Environment Record, and other sources, as referenced, including PCA's map regression undertaken as part of the project herein described.*

2.4.1 The site lies c. 4km to the south-west of the historic core of Durham and c. 2.5km to the north-east of Brancepeth, whose castle is first documented in the early 13th century with the existing structure entirely a 19th-century rebuild.<sup>6</sup> Until the second half of the 19th century this part of County Durham was, for the most part, entirely rural in character, with a landscape long managed with a mixture of arable and pastoral farming. Enclosure of common fields took place from the late medieval period and was largely complete by the 18th century when production was increasingly centred around larger centralised farming units.

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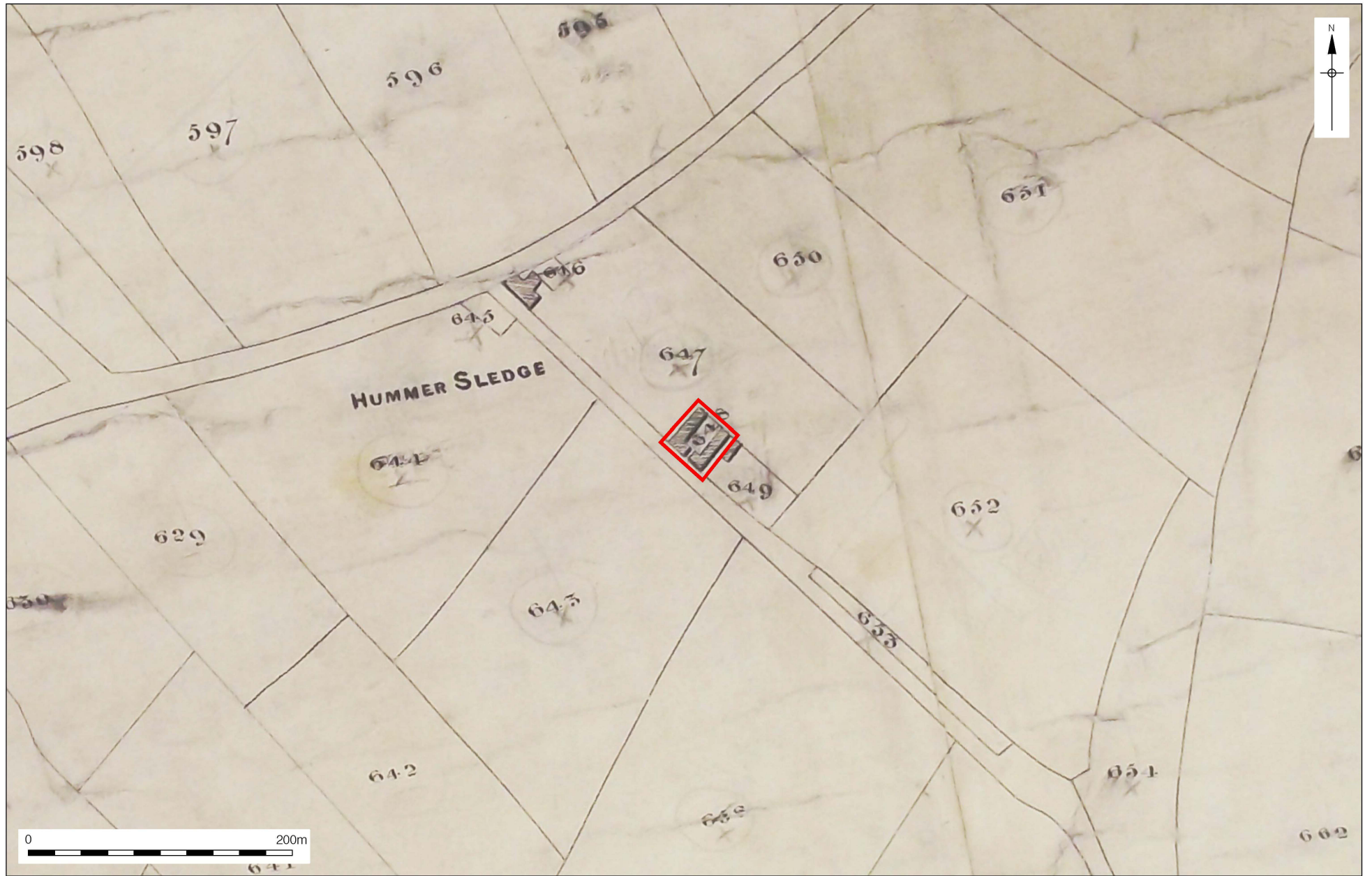
<sup>6</sup> Pevsner and Williamson 1985.

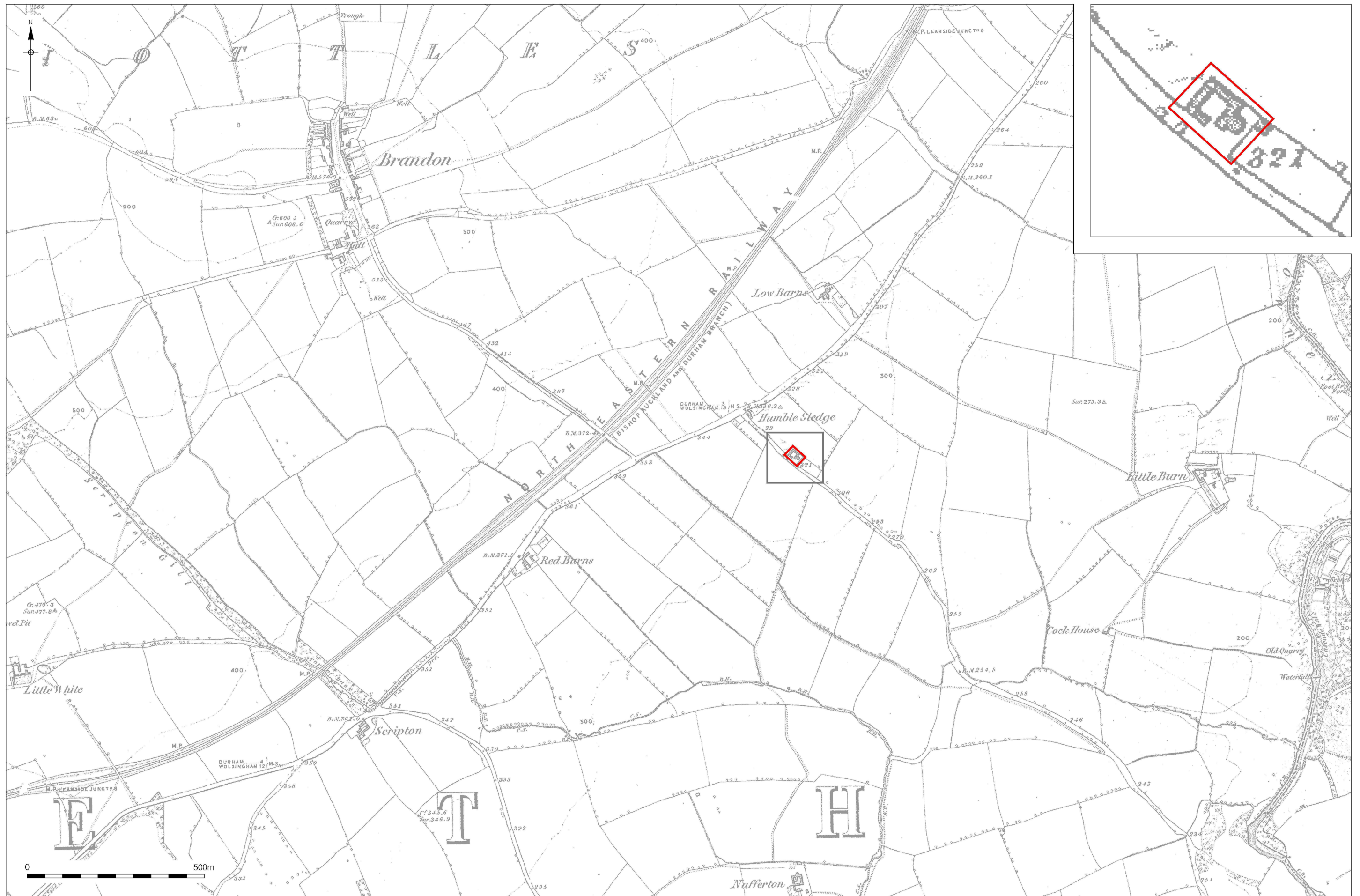
- 2.4.2 With Meadowfield being an entirely 19th-century creation, the nearest ancient settlement to the site of any size lies c. 1.5km to the north-west, this being Brandon, the ancient village core of which lies on the north-western margin of an expansive modern urban area that developed as a colliery settlement in the mid-19th century. Although there are only substantial surviving remains from as far back as the 17th and 18th centuries in the village, a medieval origin is documented for Brandon village. It formerly lay within the part of the parish of Brancepeth, but the separate parish of Brandon and Byshottles was established following the 19th-century population increase caused by the establishment of the colliery.
- 2.4.3 Late prehistoric activity is well known in the Brandon area, the earliest artefacts found there being of Bronze Age date and by the Iron Age the area was certainly being settled. A branch of Dere Street Roman road ran through the area and the modern A690 follows its line closely north-eastward of Brancepeth towards Durham. However, Roman period discoveries are very rare in the area.
- 2.4.4 Documentary evidence indicates that property, a farmstead known as 'Humbersledge', existed in East Brandon from at least the late 16th century. This property stood on the south-east side of the road junction of what are now the A690 and Browney Lane although, as mentioned above, the name has now been adopted for the modern property immediately to the south-east of the former garage site. Other isolated farmsteads are known in the wider area in the post-medieval period, for example at Littleburn Farm, which lies c. 1.5km to the east of the site, the existing substantial farmhouse is thought to be of late 17th-century origin, with early 18th-century additions and a mid-19th-century frontage; the property is thought to have possibly been built on the site of an earlier medieval moated site.
- 2.4.5 The site of the original farmhouse at Humbersledge is now occupied by the Meadowfield and District Social Club and Institute, a modern building built in the second half of the 20th century. The Durham County Record Office holds deeds relating to the farmhold of Humbersledge dating as far back as 1581; the earliest being the will of a Richard Hynde bequeathing the farmhold of this name in this year. A lease of 1672 relates to two closes of approximately 30 acres named 'Hammersled', while another lease, from 1716, calls the property 'Humbersled' and lists amongst its associated closes a land parcel called 'Low Pasture'. Records of burials at St. Brandon's Church, Brancepeth mention the residence of 'Humble Sledge' between the years 1670 and 1738. Parish records also show that in 1788 a John Emmerson of Humble Sledge stood surety for the marriage of Samuel Dickinson and Isabella Hartley.
- 2.4.6 While a very early post-medieval date of origin at least is therefore certain for Hummersled/Humbersledge/Humble Sledge farmstead, the precise date of origin for the buildings at the nearby former garage site remains uncertain. Conceivably they could have been built as part of the original farm, but equally they may have been constructed in later centuries as the farmstead developed. The site was certainly occupied when the '*Plan of the Township of Brandon and Byshottles in the Parish of Brancepeth*' (the Tithe map) was surveyed in 1838-39, with mirrored L-shaped west and east ranges of buildings depicted, with the parent farmstead named on that map as 'Hummer Sledge' (Figure 3). On balance, this designed yard layout at the site as illustrated on the Tithe map is perhaps more suggestive of structures within a landscape affected by large scale reorganisation and enclosure of farmland from the 18th century.

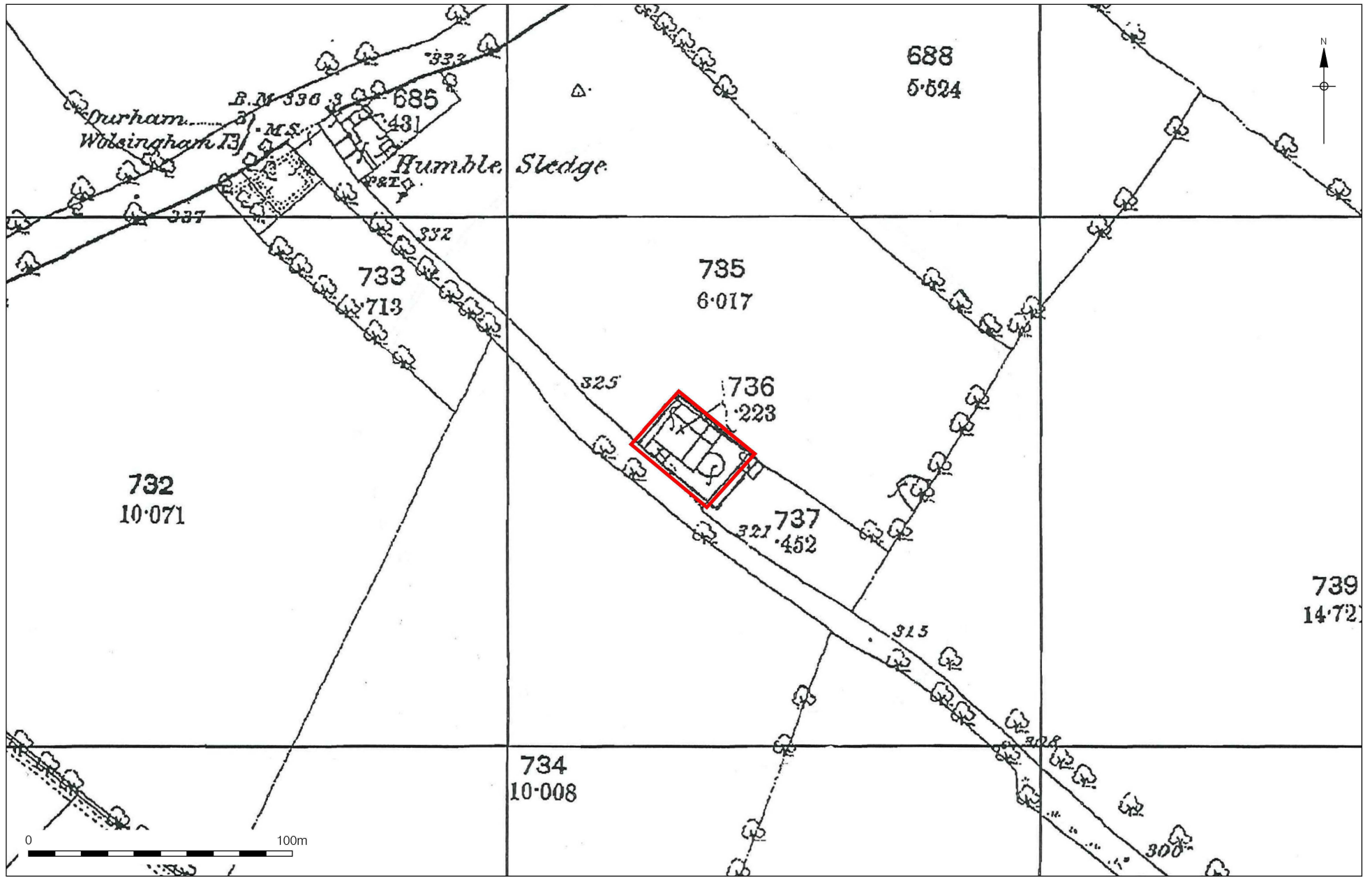
- 2.4.7 The apportionment accompanying the 1838-39 Tithe map has the following details for the site and the various land parcels in its immediate environs:
- 646 (T-shaped farm dwelling at the road/lane junction): Hummer Sledge – Homestead
  - 647 (large field to the north and east of the site): Low Pasture - Grass
  - 648 (the site itself): Fold Yard
  - 649 (field immediately to the south-east of the site, with small building in its north-eastern corner): Paddock – Arable
- 2.4.8 The Tithe apportionment confirms that Hummer Sledge, the site itself and the associated farmland, under a mixture of pasture and arable usage, were owned by William Russell Esq. and occupied by a farmer, Robert Bartram. The same individual, Robert Bartram, is named in the 1858 *Post Office Directory* as the occupant of 'Humbersldg' in Brandon. The Russells were a wealthy family, with a fortune derived from banking, trade and coal mines, and were in fact one of the major 19th-century coal owning families in the north of England. The family purchased Brancepeth Castle in 1796 and immediately began a major programme of rebuilding. The individual named on the Tithe apportionment was William Russell (1798-1850), MP for Durham 1828-1832.
- 2.4.9 The Ordnance Survey 1st edition maps of 1861 (6-inch scale) (Figure 4) and 1874 (25-inch scale) (Figure 5) names the farmholding as 'Humble Sledge'. These show that the east range of buildings at the former garage site had been demolished and a circular structure, possibly a horse engine house, had been built against the outer wall of the remaining building. This would suggest this structure was a barn or shelter shed, possibly to accommodate new machinery.
- 2.4.10 In 1861, prior to the establishment (or at least the survey) of the nearby Brandon, Littleburn and Browney Collieries, Meadowfield did not exist as a settlement. Humble Sledge and two other farms/dwellings, Red Barns and Low Barns, are the only properties shown in the vicinity of the site on the Ordnance Survey 1st edition map, both adjacent to or close by the Brancepeth-Durham road.
- 2.4.11 From the 1850s, there was significant expansion of industrial activity in the Brandon area firstly through the establishment of collieries and, later on, coke and fireclay works, to service local iron and manufacturing industries. The first sign of industrialisation in the area of the site on the Ordnance Survey 1st edition map of 1861 is provided by the Bishop Auckland and Durham Branch of the North Eastern Railway running SW-NE to the west of the road, but roughly parallel to it. The entrepreneurial Newcastle firm of Straker and Love obtained the site that was to become Brandon Colliery, sinking the 'A' shaft in 1856 and the 'C' pit in 1860. By 1894, 1,150 men and boys were employed at Brandon Colliery. In 1871, Bell Brothers of Newcastle and Middlesbrough commenced mining at Browney Colliery to the south-east of the site, on the east side of Browney Lane; by 1873 three shafts there were working the Brockwell, Busty, and Hutton seams. In 1877 Brandon and Byshottles Parish was formed into a local government district marking the final breakaway of the newly formed parish from the Parish of Brancepeth.
- 2.4.12 The 1890 *Kelly's Directory* names 'John Pearson, farmer' as the occupant of 'Humbersledge' in Brandon.

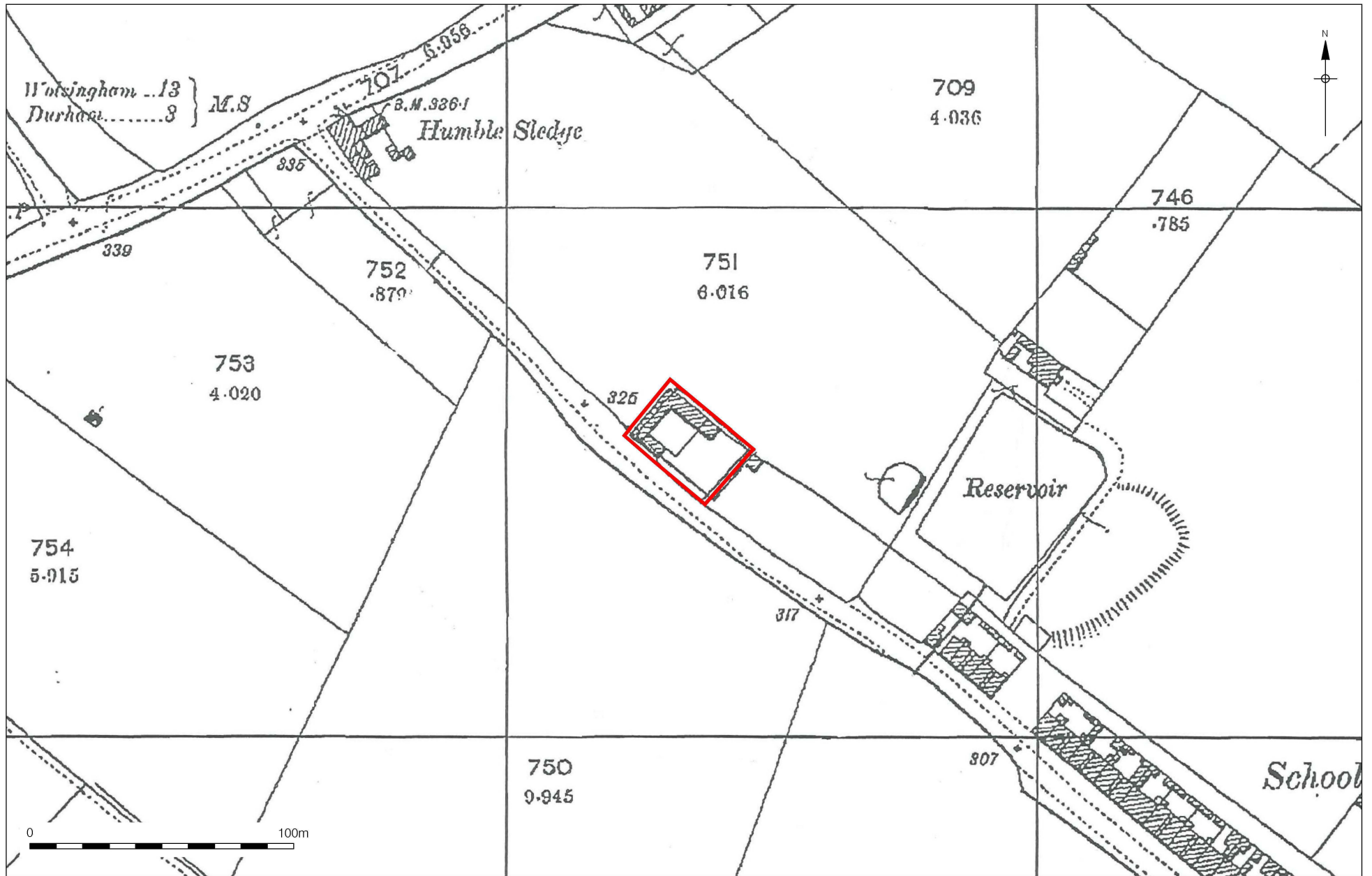
- 2.4.13 By the end of the 19th century, the circular structure and the majority of the east range at the site had been demolished, with only its northern end being retained and incorporated into a north range (Figure 6). Development was beginning to encroach on the area of the site by the end of the 19th century and into the 20th century as colliery housing and associated facilities were constructed (Figures 6 and 7).
- 2.4.14 The 1939 Ordnance Survey map (Figure 8) shows the site almost surrounded by buildings with a park and recreation ground to the north.
- 2.4.15 By 1962, the Ordnance Survey map (Figure 9) shows that although the footprint of the building had not altered, the function of the building had changed as it is annotated as a 'Garage'. The site is known to have been the premises of Cheesey's Coaches for much of the second half of the 20th century. This role as a garage and filling station continued until c. 2000 when the property was left vacant.

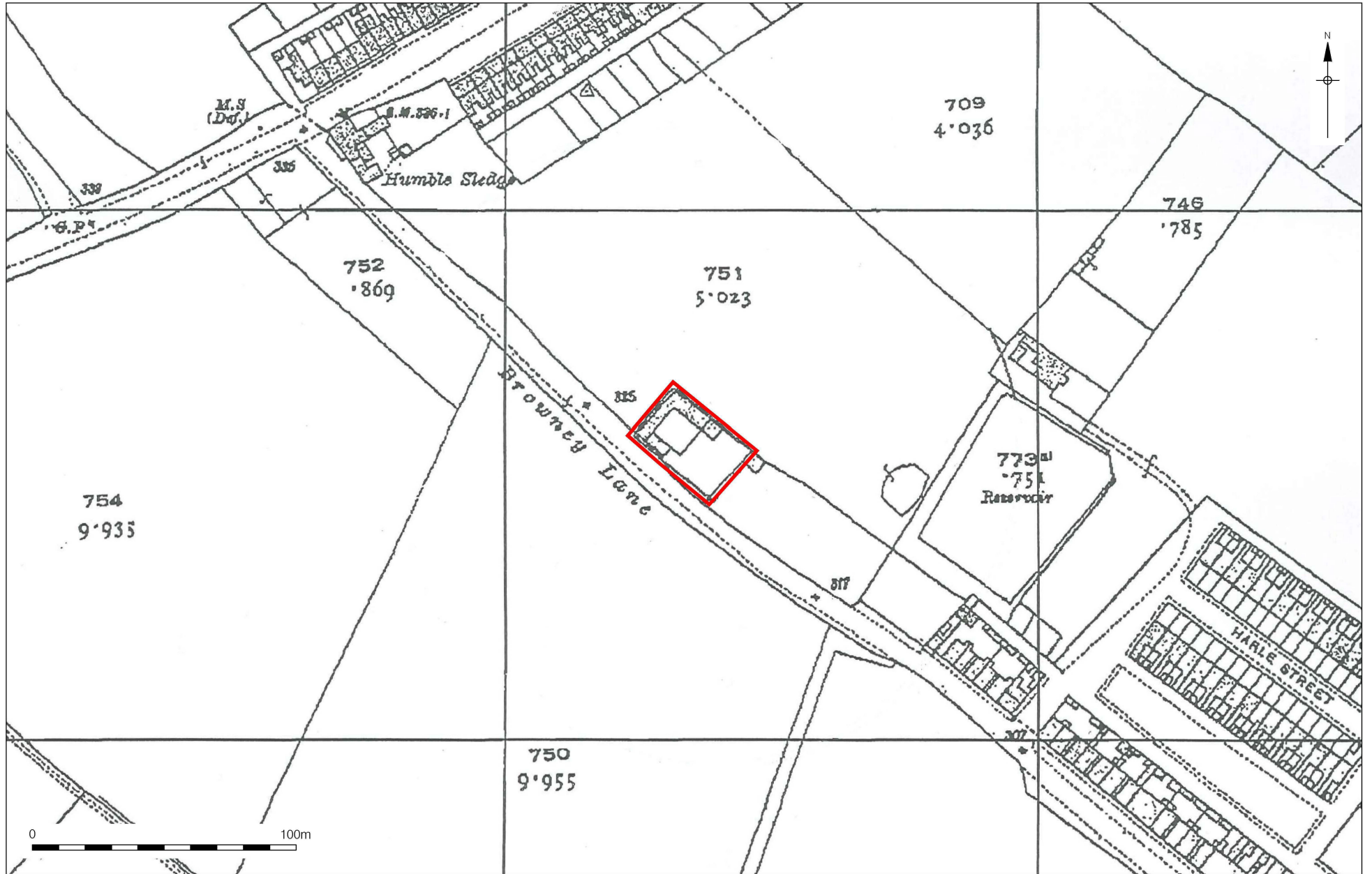


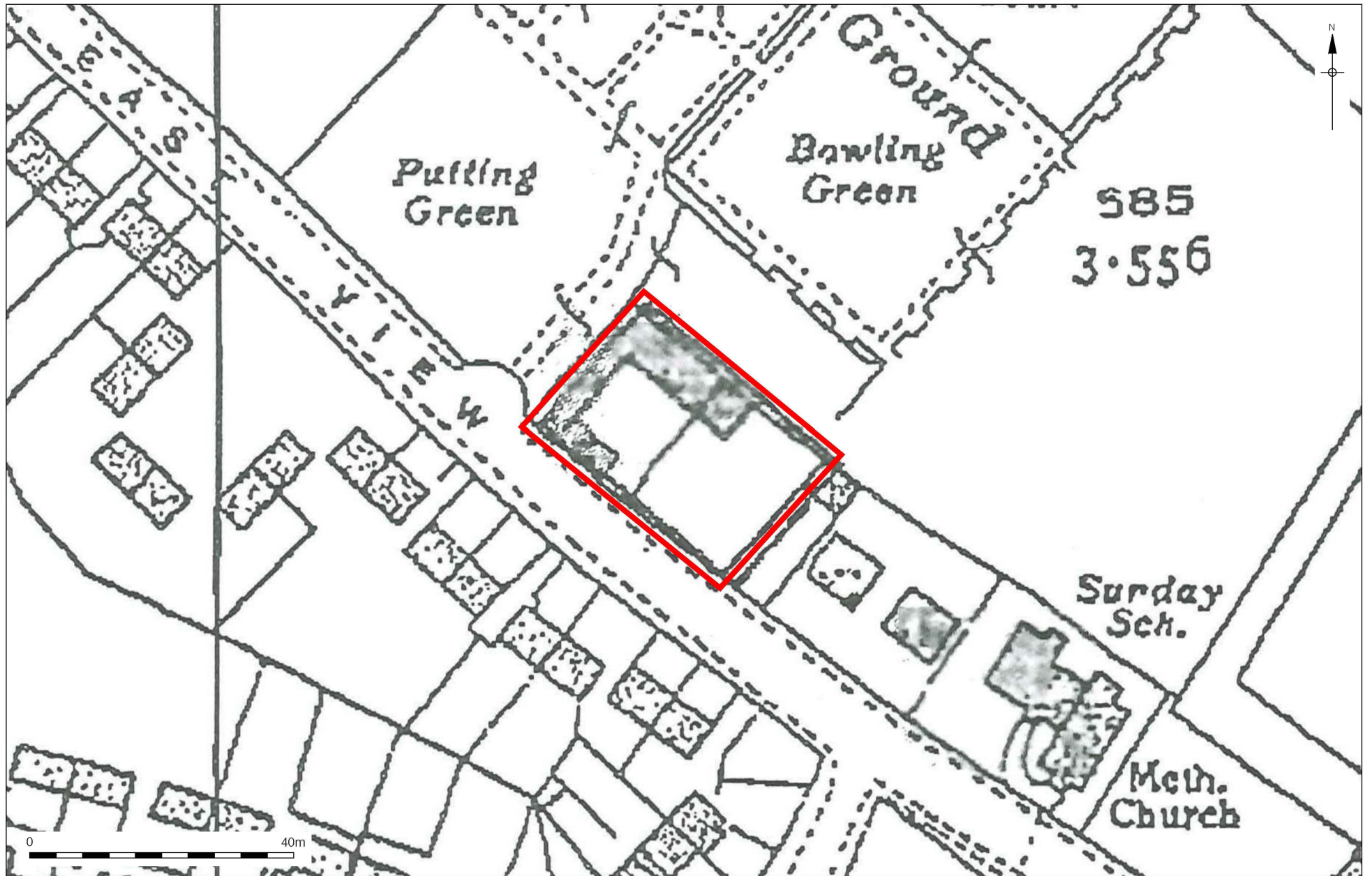














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Figure 9  
 Ordnance Survey map (1:2,500 scale), 1962  
 1:800 at A4

### **3. AIMS AND OBJECTIVES**

- 3.1 The planning condition required a programme of building recording/analysis and investigation, for the buildings as a mitigation strategy for the re-development proposal. The aim of implementing such a strategy was to result in replacement of the physical structures with an appropriately detailed record and level of analysis, including an appropriate level of research which places the buildings in their wider archaeological and historical context.
- 3.2 Therefore, the overarching aim of the building recording, as set out in PCA's WSI, was to provide a record of the building prior to demolition. This record was to be to the 'Level 2' standard defined by English Heritage.
- 3.3 The specific research objectives of the project were:
- to provide a permanent record of the standing buildings at the site;
  - to provide an appropriate level of analysis of the complex, supported by an appropriate degree of background research;
  - to establish, where possible from the work described above, a more precise date of origin for the complex, with the aim of placing the structures in context with similar small complexes of farm buildings of the period in the local area.



## **4. METHODOLOGY**

### **4.1 Fieldwork**

- 4.1.1 The building recording was conducted with regard to standards set out by English Heritage in *Understanding Historic Buildings; a guide to good recording practice*.<sup>7</sup> A 'Level 2' record was required, which comprises photographic recording of the building, interior and exterior, with written notes and amendments to existing floor plans, as appropriate, to record structural changes and developments made to the building since its construction. All works were undertaken in accordance with IfA standards set out in *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*.<sup>8</sup>
- 4.1.2 The photographic recording and visual examination and analysis were carried out 24-29 October 2012 by historic buildings archaeologists from PCA.
- 4.1.3 The photographic work used high quality (JPEG) digital, 35mm black and white negative and colour transparencies to record external elevations, key features, interior spaces (where accessible), the external area of the site and the site in overall context. Where possible, photographs included a graduated metric scale and a register of all the photographs taken is included in the project archive, along with the photographs themselves. A selection of the photographs is included in this report to illustrate the text and the location and direction of these photographs is shown on Figure 17.
- 4.1.4 The buildings at the site were examined, externally and internally, where accessible. Notes made during the examination were used as the basis of the description of the building which forms Section 5 of this report.
- 4.1.5 Building plans and elevations provided in electronic format by the Client's agent form the basis of the drawn illustrations in this report. These were modified with additional information gathered by the on-site analysis in order to illustrate archaeological and architectural features. In addition, two elevations not included in the original set of drawings, the north-east elevation of the south range and the south-west elevation of the north range, were created from on-site measurements.

### **4.2 Documentary Research**

- 4.2.1 Cartographic and archival research was undertaken in order to assist in the reconstruction of the historical development of the site. The Durham County Record Office was visited by appointment to examine pre-Ordnance Survey maps and successive editions of the Ordnance Survey map and a regression of historic maps is included in this report (Figures 3-9).

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<sup>7</sup> English Heritage 2006a.

<sup>8</sup> IfA 2008a.

4.2.2 *'Keys to the Past'*, the online version of the County Durham Historic Environment Record, was consulted for broader archaeological and historical background information. Other sources were consulted as appropriate, including the online catalogue of holdings of the Durham County Record Office. A synthesized summary of the archaeological and historical background of the site and its wider area is set out in Section 2.4.

### **4.3 Project Archive**

4.3.1 The undertaking of archaeological fieldwork, including historic building recording, results in the establishment of a project archive. In preparing the project archive for deposition all relevant standards and guidelines documents referenced in the Archaeological Archives Forum guidelines document<sup>9</sup> would be adhered to, in particular the IfA guidance document on archaeological archives.<sup>10</sup>

4.3.2 The project archive will include all written, drawn, and photographic records generated by the fieldwork element of the project. The archive will be quantified, ordered, indexed, and internally consistent before transfer to the recipient museum.

4.3.3 The project archive is currently held at the Northern Office of Pre-Construct Archaeology Durham, under the site code BLM 12. The archive will ultimately be deposited with the Old Fulling Mill, Museum of Archaeology, The Banks, Durham DH1 3EB. The archive will be organised as to be compatible with the other archaeological archives produced in the county. A completed transfer of title deed will accompany the archive on deposition.

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<sup>9</sup> Brown 2007.

<sup>10</sup> IfA 2008b.

## **5. RESULTS OF THE BUILDING RECORDING**

### **5.1 Introduction**

- 5.1.1 The site, centred on National Grid Reference NZ 24469 39308, consists of a rectangular plot of land fronting directly onto the east side of the B6300, Browney Lane, as it runs to the south-east out of Meadowfield.
- 5.1.2 At the west end of the site was a building complex consisting of three stone and brick built, single-storey ranges, laid out in a Π shape. The central connecting (west) range was aligned approximately NE-SW with ranges extending to the south-east at each end (north and south ranges) (Figure 10, Photograph 1). The north range extended along the northern site boundary and was c. 18m long (Photograph 8), while the south range was shorter, extending c. 7.60m from the west range (Photograph 3).
- 5.1.3 The north range and the northern half of the central, west range were in a state of considerable disrepair, due to the removal of large areas of roof tiles and structural failure of roof timbers (Photograph 14). The interior of these areas was, therefore, inaccessible for detailed survey and examination was restricted to what could be seen from outside the building, through damaged doorways and/or window coverings. The remaining south range and southern half of the west range had a roof covering of terracotta pantiles which largely remained intact. On this section of roof, black ridge tiles were also used with occasional vents in the same material.
- 5.1.4 The east side of the site was an open area formerly used as a garage forecourt (Photograph 1), with two points of vehicular access to the street and two mid 20th-century 'Avery Hardoll' 20-gallon petrol pumps positioned centrally (Figure 10; Photographs 21 and 22). Neither pump retained its original glass top that would have carried the oil company logo. The coverings of two fuel storage tanks were observed in the present ground surface between the pumps and the pavement.
- 5.1.5 Elsewhere the forecourt area was devoid of modern construction which raises the possibility that historic structures, known to have existed in this location from historic maps, could survive as below ground archaeological remains.
- 5.1.6 The written description of the building is set out in the following sub-sections. Firstly, each exterior elevation will be described in turn, before the internal spaces and roof treatment are described. This systematic, objective approach is designed to be read in conjunction with elevation drawings and plates that illustrate the text, before an overall assessment of the structure and its development and use is discussed in Chapter 6.

## 5.2 Description of Exterior Elevations

### *South-east Elevation*

- 5.2.1 The south-east elevation of the building complex consisted of three separate elements, namely the gable end walls of the south and north ranges and the yard elevation of the west range (Figure 11). At the southern end of the elevation was the gable end wall of the south range (Plates 11 and 12). This was constructed from roughly coursed sandstone rubble in a matrix of lime mortar. The sandstone blocks were a mix of sizes from small, narrow pieces to very large squared quoins and a range of colours including buff, cream, orange/browns and grey. All were seen to be susceptible to weathering damage; they were the sole type of building stone used in the structure, likely locally quarried stone. This material and method of construction represents the earliest phase of building on the site.
- 5.2.2 In the centre of this gable end wall was a large opening containing timber double doors. The jambs for this opening had clearly been reconstructed from sandstone rubble and a lintel had been inserted above. The lintel was seen to be a rolled steel joist and is likely to date from the mid to late 20th century. The lack of red brick jambs on either side of these doors would seem to confirm that this opening was a later insertion than many other observed structural alterations and insertions that likely occurred as a single phase, all of which were accompanied by the same consolidation of fabric with red brick.
- 5.2.3 The upper part of the gable, from approximately the height of the lintel, was formed from smaller sandstone blocks than below and was less well coursed. This may indicate that it had been completely rebuilt, although whether this was at the same time as the doors and lintel were inserted or earlier was unclear from this elevation.
- 5.2.4 At the northern end of south-east elevation was the gable end wall of the north range (Figure 11, Plates 18, 19 and 20). In broad terms, this appeared to be very similar to the gable end wall of the south range, both being built of roughly coursed sandstone rubble, with inserted timber double doors and a gable of the same height and pitch. However, while the south range had large sandstone quoins on both corners, only the northern corner of this wall had similar sandstone quoins and the southern corner appeared to have been rebuilt. While this could be due to the quoins having been removed, it is probably more likely that there were never any quoins at this point as the wall originally continued to the south-west.
- 5.2.5 The lintel over the double doors consisted of a timber beam and both doorway jambs had been constructed from red brick. This work matched many other alterations to the original stone building fabric and pre-dated the insertion of the doors in the gable end of the south range. The gable above the doors in the north range also appeared to have been a modification to the lower section of walling and as this height and pitch matched that of the south range gable, it would seem that the entire complex had undergone a single phase of re-roofing.
- 5.2.6 Adjoining the north end of the north range gable wall was a low sandstone wall with a semi-circular stone coping. This extended south-east at a right angle from the wall, was constructed from the same material and in the same style as the main wall and is therefore probably contemporary in date, as one of the earliest structures on the site.

5.2.7 In the centre of the south-east elevation was the yard elevation of the west range. This wall was a red brick construction and these were the same type of red bricks as seen edging inserted doors and windows elsewhere in the earliest phase sandstone wall. They were also the same type of bricks used in the north-east elevation and internally to raise the height of the sandstone wall, presumably associated with the re-roofing episode. A sample brick from the south-east elevation measured 230mm x 110mm x 80mm and had a rectangular recessed frog into which had been stamped 'S&L'. These initials identify the brick as being manufactured by Straker and Love, the company which established Brandon Colliery in the 1850s and which operated brickworks in County Durham between 1860 and 1912. The use of this style of red brick would date this phase of works to the latter part of the 19th century.

5.2.8 Along the length of the red brick south-east elevation of the west range were three openings all with timber lintels (Figure 11). At the southern end was a doorway which had been blocked with modern concrete blockwork. Adjacent to this was a wider opening also with a timber lintel, the appropriate size for double doors which had similarly been infilled with modern concrete blockwork. The northern half of the elevation had previously been a single opening, but half had been infilled with concrete blockwork and the remainder fitted with timber double doors.

#### ***South-west Elevation***

5.2.9 The south-west elevation of the building fronted directly onto the pavement of Browney Lane (Plates 2 and 3). The wall was constructed of sandstone rubble with large sandstone quoins at both ends. Under very close examination, it was apparent that the uppermost c. 0.40m of the wall had been added using the same sandstone as the rest of the wall. Three large, rectangular windows had also been inserted along its length with red brick used for the jambs and the cills (Figure 12, Plates 4 and 5). The lintels were of concrete and the single glazed, metal framed casement windows suggested a 20th-century date of insertion.

5.2.10 Between two of these windows was a former window opening which had been infilled with coursed sandstone rubble (Plate 6). This former window still had a sandstone cill surviving *in situ* and had a red brick segmental arch. The fact that this brick arch was built into the uppermost, raised section of wall suggested this part of the window dates from the late 19th-century raising of the wall, although the stone cill and the opening itself may be earlier.

5.2.11 Toward the edge of the eastern window were two vertical joints in the stonework, one was beneath the window itself while the other was adjacent and rose to the height of the uppermost raised section (Plate 4). The width between these joints was sufficient to allow for it to be a former doorway, infilled with coursed sandstone rubble and then a later window inserted in the space. It is possible that the longer vertical joint may represent the original end of the building as shown on the 1838-39 Tithe map (Figure 3) and the c. 4.20m of building to the east is not original but a mid 19th-century extension when a new doorway was created to provide direct access to and from the street (as discussed in Section 6).

### ***North-west Elevation***

- 5.2.12 The length of the north-west elevation formed the outer wall of the west range and the western boundary of the site (Figure 13). As such, it faced onto the neighbouring park and was largely obscured by high, dense shrubbery and was therefore inaccessible at the time of survey. The only clearly visible part of the wall was at the southern end where it was constructed of coursed sandstone rubble (Plate 7).
- 5.2.13 Here the uppermost c. 0.40m had a visible horizontal joint between it and the rest of the wall below, showing how the wall had been raised in height. This had been accomplished in a material to match the original, presumably to maintain the consistency of the elevation and the status of the building as a structure of some importance and solidity. If so, it was achieved with rather less success than that on the south-west elevation that faced the road, where the joint was barely perceptible.

### ***North-east Elevation***

- 5.2.14 The north-east elevation formed the northern boundary of the site and faced the park. This long elevation was constructed from a combination of red brick and roughly coursed sandstone rubble (Figure 14, Plate 8). The red brick was confined to an area of the elevation toward the west end where two openings had been inserted and a band, six courses high, along the top of the wall that continued from these openings to the east end of the wall. It was obviously felt that on this rear elevation it was less important to conceal the subsequent raising in height of the wall. Although the west end of the wall, for the width of the west range, had been raised in height to the same level with sandstone rubble.
- 5.2.15 The two openings toward the west end both had timber lintels and brick jambs which were continuous with the wall top band indicating they had been constructed at the same time. The brick was the same type as on other elevations and had been similarly laid with a header course at the top, above courses of stretcher bond, suggesting it was the same phase of 19th-century modification.
- 5.2.16 The openings in this elevation were of different widths with a doorway on the west side that once led into the northern end of the west range and a wider opening, presumably for double doors, that would have provided access to the north range (Plate 9). Both of these openings had been blocked with modern brick and concrete block and their very presence in this north-east elevation gives some indication of their date of insertion.
- 5.2.17 It is likely that the openings pre-date the creation of the adjacent public park, and originate from a time when the land was still in agricultural use, so that regular access between the building and the land was necessary. The use of modern concrete block and brick to infill the openings shows that the park was not extended up to the elevation until the second half of the 20th century, when they became redundant.
- 5.2.18 The sandstone walling of this north-east elevation showed subtle differences in coursing and size of material. For a distance of c. 5m at both east and west ends the wall consisted of slightly larger blocks laid in more even and consistent courses. This would suggest that the length of this elevation was not constructed at the same time or that the different sections of wall did not perform the same function, which would imply the north and west ranges were not designed and built as one unit.

- 5.2.19 Indeed, toward the east end of the elevation where the two sections of sandstone wall met, two vertical joints were observed as a very short section of wall had been reconstructed (Plate 10). This may represent an attempt to key together two formerly abutting sections of wall for greater strength or show where one of the walls may have originally turned 90° southward and this wall had subsequently been removed and the elevation repaired.

***North-east Yard Elevation (South Range)***

- 5.2.20 The north-east elevation of the south range was c. 7.60m in length and c. 2.35m high and constructed from a combination of brick and coursed sandstone rubble (Figure 15, Plate 13). Like the north-east elevation of the north range, as the elevation was not visible from the road, it would seem the raising in height of the sandstone wall was executed in red brick and not sandstone. This was achieved with three courses of bricks laid in a stretcher bond, topped by single course of headers.
- 5.2.21 In the centre of the elevation was a wide opening of sufficient width for double doors, with a timber lintel and red brick jambs continuous with the upper courses. This opening had therefore been inserted into the sandstone wall fabric at the same time as the wall height was raised. This doorway was subsequently infilled with modern red brick and a window created in its place.
- 5.2.22 The insertion of wider double doors in the adjacent south-east gable elevation of the south range may be contemporary with this alteration, both dating to the second half of the 20th century. This provided improved access and a reorientation of the focus of the range toward the street and away from the yard area, suggesting a change of use.

***South-west Yard Elevation (North Range)***

- 5.2.23 The south-west elevation of the north range faced onto the yard area formed by the west and south ranges. There were two distinct sections to this elevation, with the west side being solely built of red brick and a length of just over 5m at the east end being constructed from roughly coursed sandstone (Figure 16, Plates 1 and 14). The sandstone section was largely obscured by vegetation in the yard, but it was noticeable that the east end and corner of the elevation, for a width of c. 0.70m, appeared to have been rebuilt. Adjoining this was a length of sandstone wall comprised mainly of small rectangular blocks, less substantial than seen elsewhere in the building. At the west end of this was a short truncated extent of sandstone wall, 0.50m wide, projecting from the elevation (Plates 16 and 17). This aligned with the section of rebuilt wall in the north-east elevation, suggesting that this truncated wall had previously not only continued further south, but also extended northward to join with this wall and made a stone built square structure at the east end of the north range.
- 5.2.24 The remaining west side of the south-west elevation of the north range abutted the truncated sandstone wall and was seen to be a later red brick addition to pre-existing sandstone structures. This wall enclosed a rectangular space created by the pre-existing west range, the north boundary wall and the remnants of a sandstone structure to the east. The bricks were laid in a stretcher bond, with courses of headers in the centre and at the top of the wall. All of the openings along its length were original to its construction, of very similar dimensions and each had its own timber lintel flush with the face of the wall.

- 5.2.25 At the west end of the elevation was a window and doorway. To the east of these were two windows and another two doorways, one of which had been partially infilled with modern brickwork to create a window. At the east end was another window that had been infilled with concrete block. This was due to a small timber lean-to containing a toilet having been built against this part of the elevation. Despite the interior being inaccessible, missing pantiles on the roof showed there to be four red brick partition walls extending up to the roof apex along the length of the north range. This division of space explains the need for the number of doors and windows on the south-west elevation, but gives no indication of the function of each space.

### **5.3 Description of Interior Spaces**

- 5.3.1 The only accessible part of the interior of the complex was the south range and the southernmost part of the west range. The south range was a single space lit by three windows in the south-west elevation (Plates 27 and 28), a single boarded over window in the north elevation (Plate 30) that had previously been a wide doorway and, when open, by wide timber double doors in the south-east gable end wall (Plate 24). The floor was formed by modern concrete (Plates 23 and 25) and the walls were largely unplastered, except for at the west end (Plate 25)
- 5.3.2 In the west end a modern suspended ceiling largely concealed the roof structure (Plate 26), which was otherwise exposed, and the walls had been plastered smooth, obscuring evidence of the blocked window seen in the exterior south-west elevation. This space appeared to have latterly been a carpeted office, separated from the rest of the range by a timber stud partition that had been removed (Plates 25 and 26).
- 5.3.3 At the northern end of where this stud wall had stood, just to the east of the doorway into the west range, the wall fabric was not sandstone but red brick (Plates 29 and 30). This aligned with the east wall of the west range and may suggest that an original sandstone wall partitioned the west end of the south range at this point. This wall was then subsequently removed and the wall made good with red brick. A similar wall scar was visible on the interior elevation of the south wall, in the same approximate location as the blocked doorway on the exterior elevation (Plate 28). This vertical column of made good, brick faced wall could be the only evidence of where a sandstone cross wall would have stood. Indeed, it may be that this wall was the original end of the south range, before it was extended south-east and the doorway inserted in the south-west elevation.
- 5.3.4 The unplastered sections of wall clearly showed the sandstone building material and the inserted brick surrounds to the windows in the south-west elevation with their concrete lintels above. The uppermost part of the wall had been raised in height with red brick, which continued the c. 0.40m wall thickness on the south side (Plates 27 and 28), but was much thinner on the north side where a step between the two phases of wall construction was very pronounced (Plates 29 and 30). The interior elevation of the gable end wall was also revealing, as it showed the upper part to have been similarly raised in height with brickwork, but also showed how the previous roof line was shallower in pitch and joined the tops of the sandstone side walls (Plate 24).



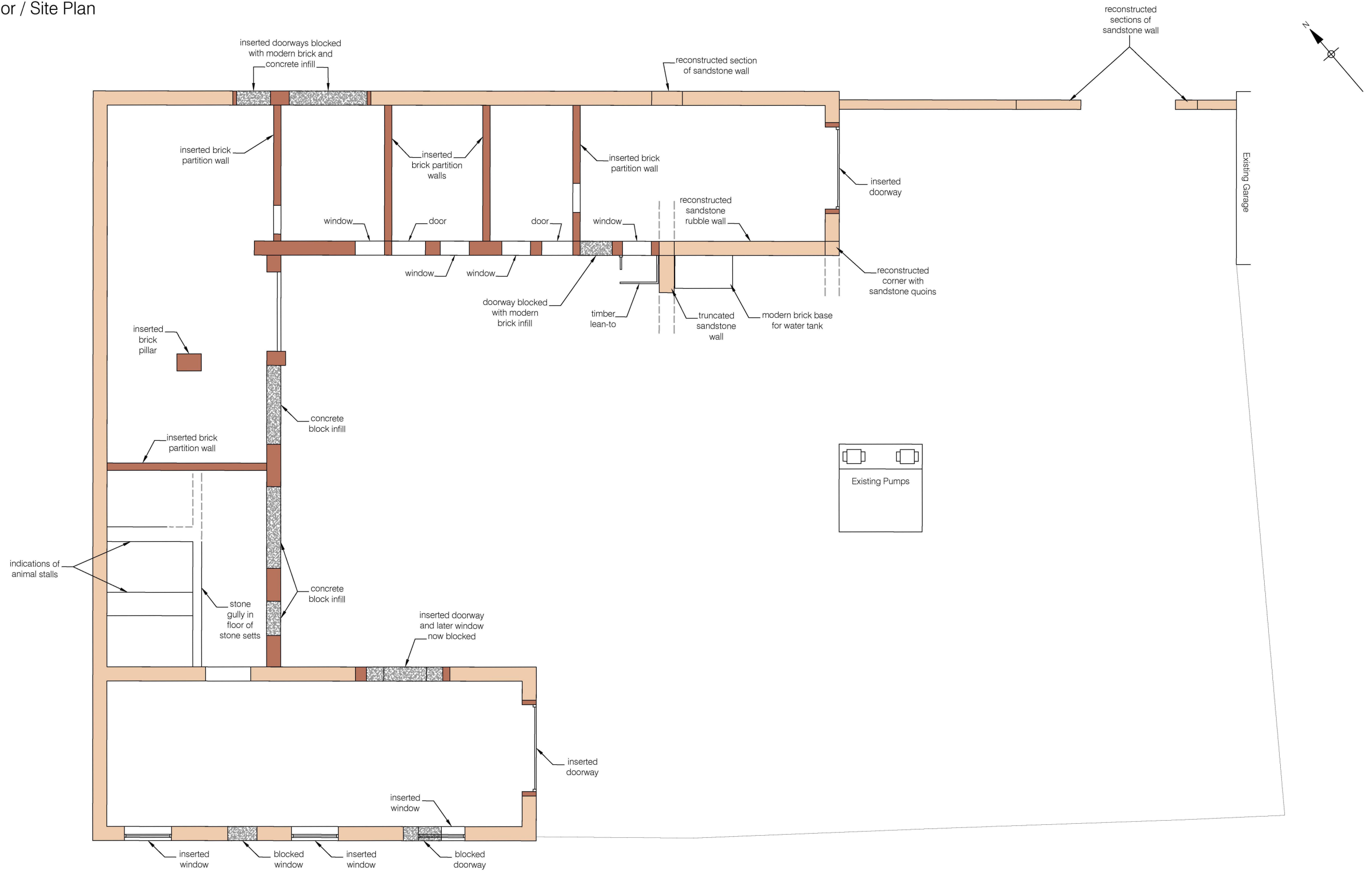
- 5.3.5 The only other accessible internal area in the complex was a small room at the south end of the west range (Figure 10; Plate 31). This room would previously have been entered from the yard via a doorway in the east wall, from the south range via a doorway at the east end of south wall and from the northern part of the west range via a now blocked door in the north wall. This was a brick construction with a yellow cement mortar and probably dates from the 20th century. The most significant structural feature of this small room was the floor.
- 5.3.6 Despite being partially covered by rubbish at the time of survey, the floor of the south end of the west range was seen to be formed from rectangular stone setts, with a shallow drainage gully aligned parallel with the east and west walls. West of the gully was a wider space and here the floor surface showed signs of being divided into bays with small holes for vertical fixings (Plates 31 and 32). Further north in the west range, evidence of similar flooring could be seen from the exterior (Plates 35 and 36). At this end of the range the brickwork raising the height of the sandstone walls was also clearly visible on the interior face of the wall, while the exterior façade had been extended with sandstone.
- 5.3.7 The interior of the north range was inaccessible, but the space at the east end could be viewed through an unblocked window and between the double doors of the gable end wall (Plates 33 and 34). It was seen that the walls had been raised in height with red brick and a scar on the north wall indicated that the truncated NE-SW wall found on the south-west elevation of the north range probably extended to this north wall. The space had latterly been used as a vehicle repair workshop as evidenced by an inspection pit in the concrete floor and steel uprights to support the hydraulic platform used to raise vehicles. Elsewhere along the north range were four brick partition walls that continued up to the apex of the roof. These were visible from the exterior as there were no pantiles on the roof, but it was not possible to see them clearly enough to assess whether they were contemporary with the south-west brick wall of the range or inserted later. The fact that they were so compatible with the openings in the elevation would suggest they were contemporary work. Without closer observation of the interior it was not possible to identify the function of the small rooms in this range.

#### **5.4 Description of Roof Structure**

- 5.4.1 The pitch of the hipped roof, its height and covering material were the same across the entire building complex and consisted of pantiles on a mortar bed over horizontal timber batons. In the north range these were fixed to common rafters which were supported by a ridge plank and a single purlin on each roof slope. These rested upon the principal rafters of a simple king post truss which had an iron strap and bolt fixing the foot of the king post to the tie beam. All of the timbers were squared and sawn and stylistically comfortably date to no earlier than the mid to late 19th century.
- 5.4.2 In the south range the roof structure differed as the tie beam was not timber, but a metal I beam with vertical metal posts and diagonal braces supporting the timber purlins (Plate 26). All of the roof trusses were seated upon the same brickwork which raised the height of the walls and steepened the roof pitch, as shown on the interior elevation of the south range gable wall.

5.4.3 The original roof covering may have been thatch with lower roof trusses that may have hindered movement. If this structure had deteriorated to a state beyond repair requiring replacement, then it would not be a major task to raise the wall height slightly before renewing the roof structure to provide more headroom in the interior. The choice of pantiles as a more durable roof covering may explain the change in roof pitch, as they would have been a greater weight loading on roof trusses which would be partially alleviated by a steeper pitch.

Ground Floor / Site Plan



- Sandstone walls
- Brick walls
- Blocked doorways/windows

0 5m

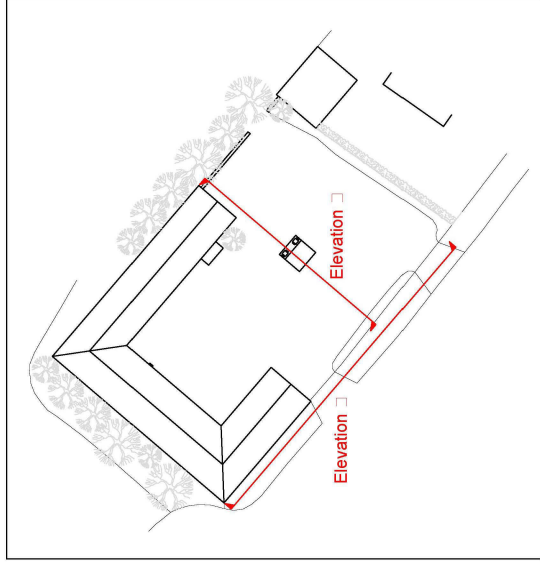
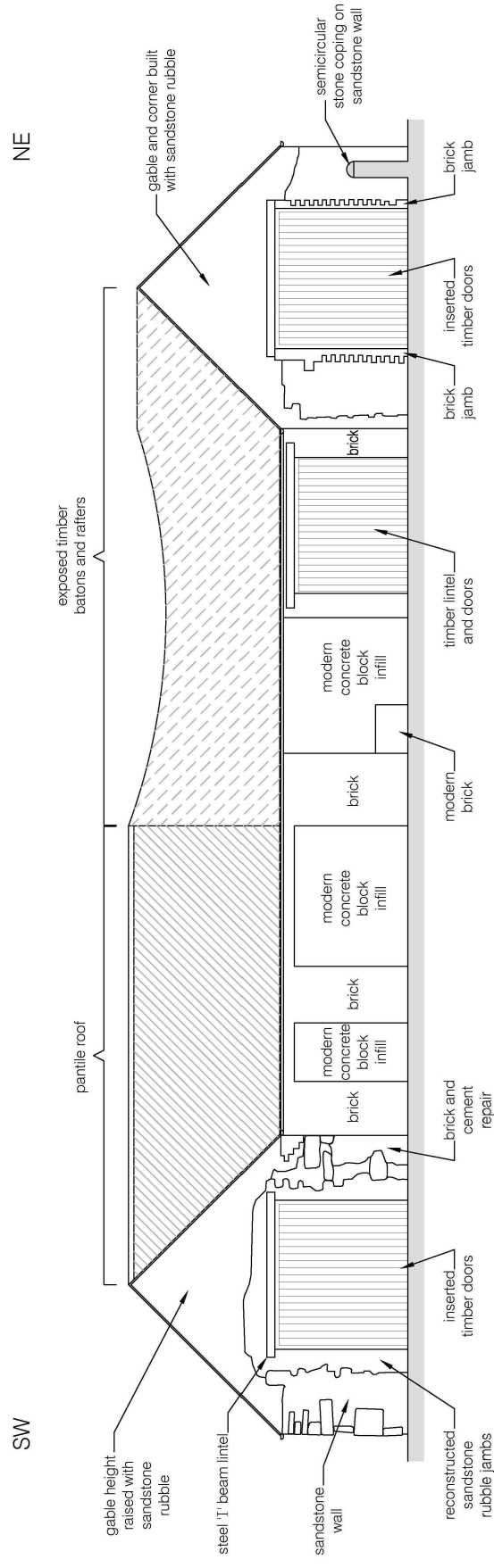
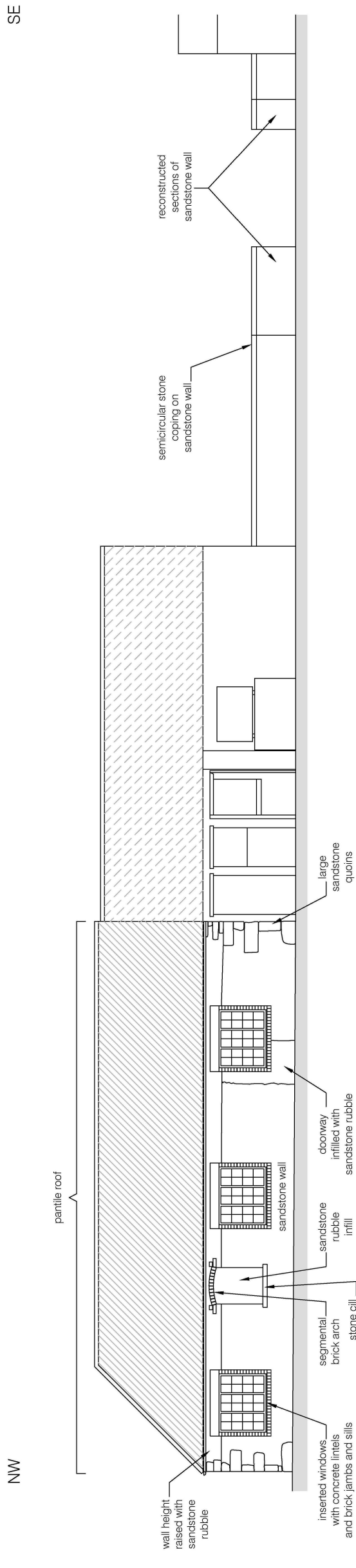


Figure 11: Elevation A



Side (South-East) Elevation

Figure 12: Elevation B

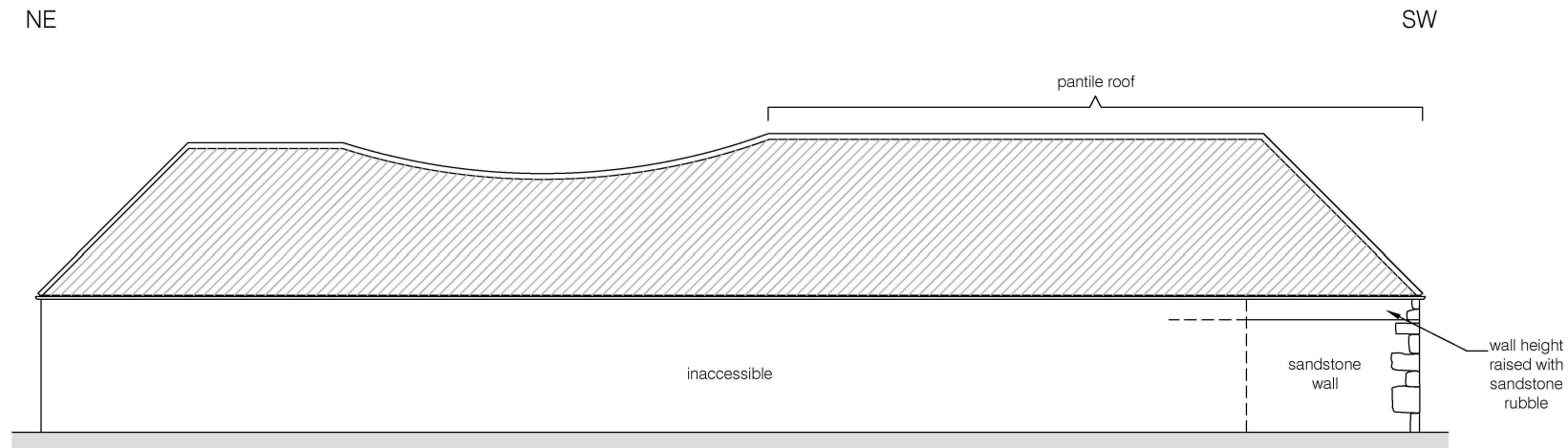


Front (South-West) Elevation



Figure 13: Elevation C

NE



Side (North-West) Elevation

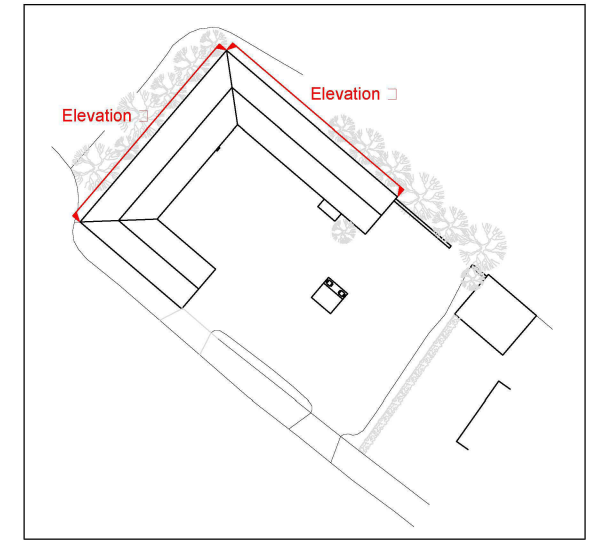
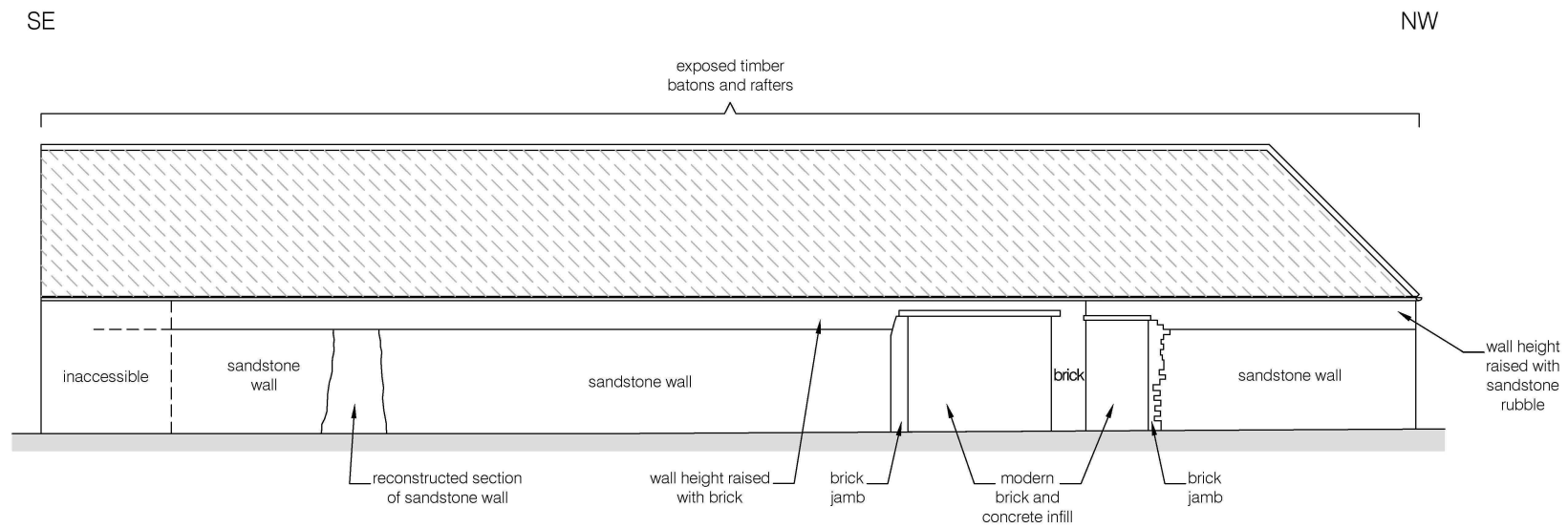


Figure 14: Elevation D

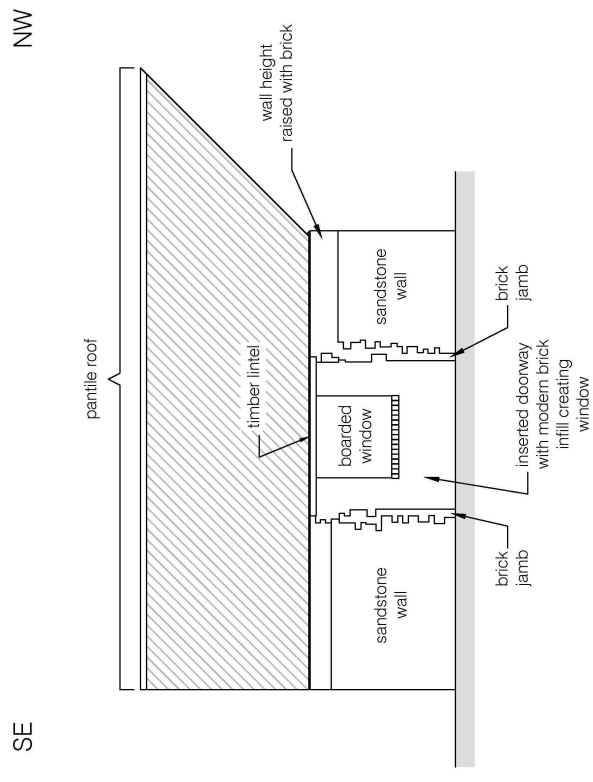
SE



Rear (North-East) Elevation



Figure 15: Elevation E



Yard (North-East) Elevation

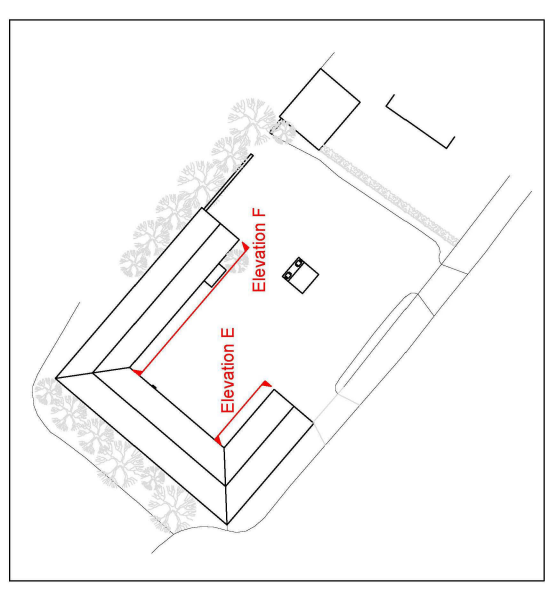
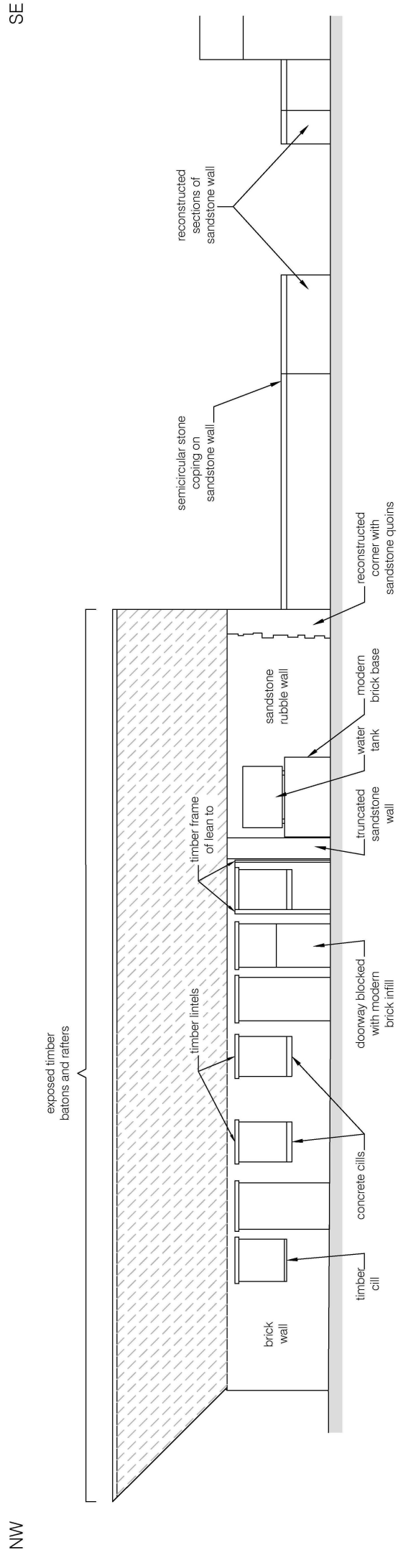


Figure 16: Elevation F



Yard (South-West) Elevation



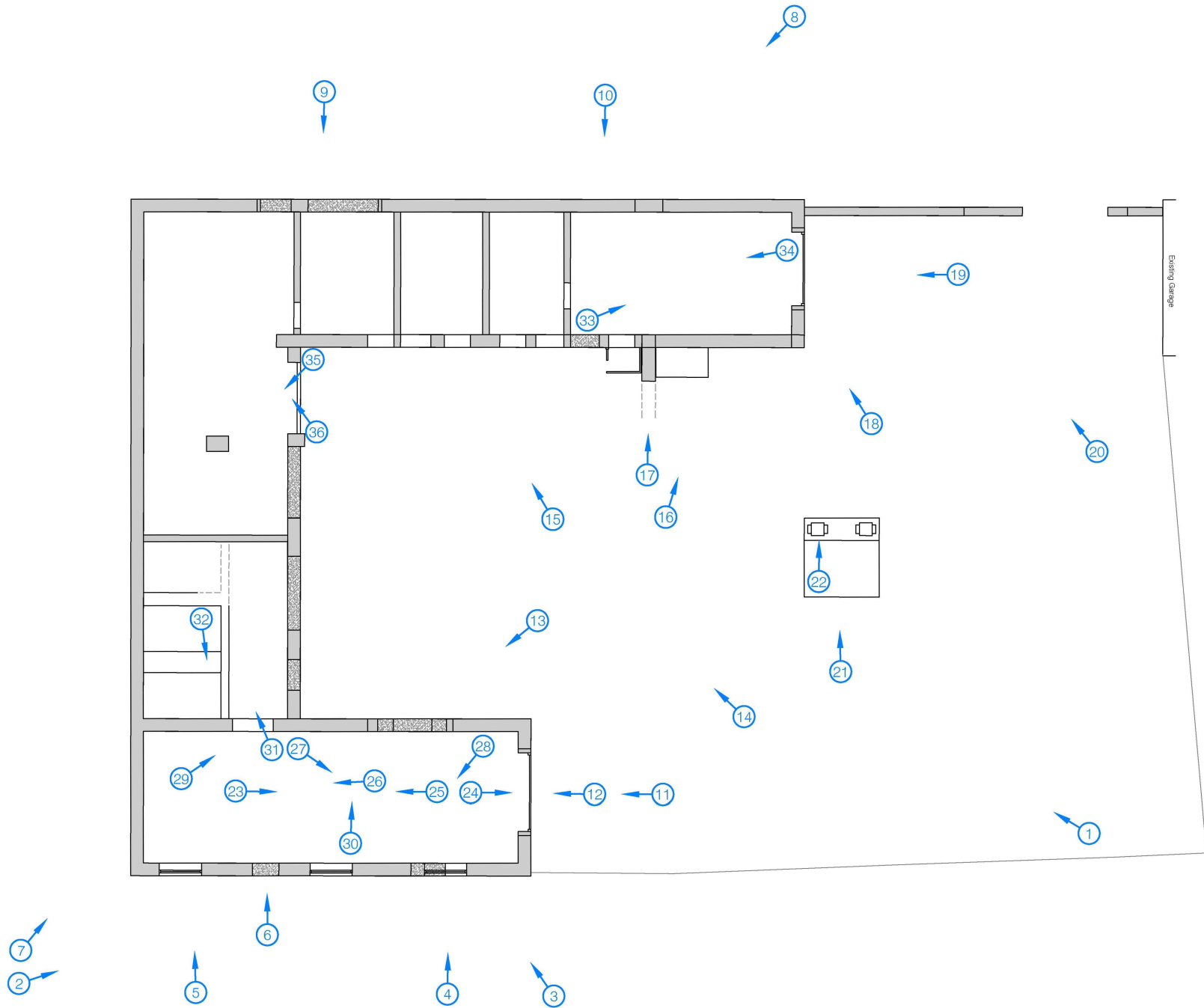


Figure 17  
 Photograph Location plan  
 1:200 at A4

## 6. DISCUSSION AND CONCLUSIONS

- 6.1 Documentary evidence indicates that a farmstead, Humble Sledge (variously referred to in historical documents also as Hummersled/Hummer Sledge/Humbersledge), was in existence close to the former garage site, at the junction of the Brancepeth to Durham road, from at least as early as the late 16th century. However, the date of origin of the earliest elements of the existing building complex at the site itself is uncertain. The earliest structural fabric represents the remains of what were probably ancillary buildings associated with the nearby farmstead. The remains are almost certainly the oldest surviving standing structures in Meadowfield, a town essentially created in the second half of the 19th century following the establishment of collieries at Brandon, Littleburn and Browney. The designed enclosed yard layout depicted on the 1838-39 Tithe map of Brandon perhaps suggests a date of construction within an agricultural landscape affected by large scale reorganisation and enclosure from the 18th century.
- 6.2 The earliest buildings at the site were single storey, L-shaped in plan and constructed from sandstone with the original roofing material possibly being of thatch. Historically, a wide variety of building stone was used in the North-East, which contributes greatly to local distinctiveness and landscape character. In the Durham area the local soft multicoloured sandstone was widely used. This could either be used as coursed, squared blocks on finer buildings and front elevations or on more ancillary structures or rear elevations as random rubble walling. In the latter case, this was often accompanied by dressed stonework for the embellishment of quoining or on door and window surrounds. This is exactly the case with the earliest sandstone walls on the site where the roughly coursed rubble work walls can be seen to have large quoins on the building corners.
- 6.3 The west and south ranges of the present building complex are approximately the same footprint as that shown on the 1838-39 Tithe map of Brandon, although the south range appears to have been extended further east. The L-shaped footprint of the two buildings depicted on the Tithe map is typical of cattle sheds from the late 18th century (Figure 3). The apportionment document accompanying the Tithe map names the site as a 'Fold Yard', a regional name for a cattle yard bordered by barns or other buildings, such as sheds housing the livestock, as was the case here. Such buildings typically had a linear arrangement of stalls along the main axis of the building, with few if any openings in the exterior wall and a fodder storage or preparation room at one end to cater for the over wintering of cattle. Adjoining this at a right angle would perhaps also be a stable or loose box for isolating a bull, or particular animal when calving or sick. An adjoining yard was also common, sometimes formed by enclosing the space between parallel cattle sheds.
- 6.4 Evidence for the general arrangement outlined above can be seen in the existing building complex, specifically in the west range which retains flooring of the cattle shed with divisions for stalls against the west wall and a shallow gully for drainage. Closer analysis of interior elevations and floor surfaces inaccessible during the undertaking of the recording work could also reveal evidence of associated fixtures, such as hay racks, water bowls or mangers for feed.



- 6.5 At the south end of the west range was a space separated from the cattle shed by an original thick stone wall, with a connecting doorway in its original position as indicated by surviving flooring. This adjoining room may well have originally been lit by a window in the south-west elevation facing onto Browney Lane, which would suggest it was not originally designed to house livestock as any openings are most likely to have faced inward onto the yard. Therefore, the necessity for a lit space adjoining the cattle shed would indeed suggest a feed preparation room. Adjacent to this, the south range extended eastward and could have contained a single stable or loose box with access in the north-east elevation to the central yard.
- 6.6 By the time of the Ordnance Survey 1st edition (6-inch scale) in 1861 the east end of the south range had been slightly extended (Figure 4). The 1st edition map (25-inch scale) in 1874 depicts a cross wall in the extension and evidence from the exterior elevation suggests a doorway was created to give direct access on to the street (Figure 5).
- 6.7 The southern end of the original east range along Browney Lane had been demolished by 1861 and an almost circular structure had been built against the outer wall of the remaining building (Figures 4 and 5). This building was probably for a horse engine house that converted the circular motion of a horse to a drive shaft that passed to an adjoining building. This would suggest this structure to be a barn or shelter shed where the use of space was flexible and could accommodate new machinery. Horse engine houses date to after the invention of machine threshing in 1786 and very few date to after 1850, when portable machines were more common.
- 6.8 Horse engine houses could take two forms, the sweep, in which horses stepped over the drive shaft, and the overhead gearing, in which horses passed underneath the drive shaft from a central crown wheel and pinion gear. While the former was usually in the open air, the latter example was typically housed in a permanent structure, sometimes square or hexagonal, but the circular type was the customary design in North-East England. Surviving examples are extremely rare as once redundant the structure was often soon demolished as was the case on the site; Ordnance Survey mapping shows the building and its adjacent section of the original east range were demolished between 1874 and 1897 (Figures 5 and 6). There is certainly the possibility that the footprint of this interesting historical feature survives as below ground archaeological remains.
- 6.9 By the end of the 19th century, only the north end of the original east range had been retained and incorporated into a north range that had been built to join the north ends of the east and west ranges by 1861. Three areas of slightly differing size of fabric and style of coursing observed on the north-east elevation of the present north range showed the position of the surviving north wall of the now missing east range with a poorer quality boundary wall separating the two original structures. NE-SW aligned walls of the demolished east range also survived at their north end, although heavily truncated.

- 6.10 The final phase of reduction of the east range and the demolition of the horse engine house can be seen as part of a wider single phase of major alterations which, on the basis of Ordnance Survey map evidence and analysis of the surviving structures, took place between 1874 and 1897. These works were identifiable with the common use of the same type of red brick, a sample of which was found to be stamped 'S&L', the colliery owners Straker and Love, which manufactured brick in County Durham between 1860 and 1912. These bricks were used to raise the height of the sandstone walls and gables and create new jambs for inserted openings, such as the double doors in the gable end wall of the north range. They were also used to largely reconstruct the south-east elevation of the west range and a large portion of the south-west elevation of the north range with new openings and internal divisions. The interior of the north range was inaccessible so it was not possible to ascertain the reason for the partitioning of this space. As the building likely remained in agricultural use during this period, it may be that it was used as a dairy range or for processing farm produce, with a cart store at the east end accessible through the new double doors in the south-east gable end wall.
- 6.11 A new steeper pitched roof was also added with a pantile covering. Pantile roofs are a distinctive feature of agricultural buildings of the lowland parts of the North-East region. Their use also forms part of a wider distribution of pantile roofs that extends along the eastern side of England as far as East Anglia. They had a fairly long period of popularity and were initially imported from the Dutch lowlands and by the early 18th century were being manufactured locally. They required a steeper pitch than Welsh slate which was not widely available in the region until the establishment of the railways increased availability and reduced costs.
- 6.12 The doorways in the north-east elevation are also from this phase and pre-date the creation of the adjacent public park, which Ordnance Survey map evidence shows was before 1939, to a time when the adjacent land remained in agricultural use and regular access was required. The park – Addison Park - was extended up to the northern boundary of the site in the second half of the 20th century, which is probably when the doorways were blocked.
- 6.13 In the south-west elevation of the south range a smaller window was retained when the wall height was raised and provided with a segmental brick arch, suggesting the need for extra daylight in the interior as the space did not contain animal stalls. This would be entirely compatible with the original design and function of the building as a cattle shed, with the west range containing a line of stalls against the west wall with a separate feed preparation or feed store room at the southern end.
- 6.14 Cartographic evidence shows that after this major phase of alterations the footprint of the building complex would be little changed to the present day. Three rectangular, metal-framed windows were inserted in the south-west elevation in the early 20th century. By the mid-20th century the site was largely surrounded by housing and urban development as Meadowfield merged with housing and other development at Browney Colliery to the south-east of the site. The building then underwent a change of use with minor structural alterations to become a garage and filling station. It was the premises of Cheeseey's Coaches for much of the second half of the 20th century.

- 6.15 Two petrol pumps were added in the centre of the yard area and fuel storage tanks inserted between these and the pavement. In the south range, double doors were moved from the north-east elevation to the south-east gable elevation facing the forecourt area. This new wider opening provided improved access from the street and forecourt area and was sufficient to allow vehicle ingress to the interior. In the north range, access to the north was no longer required as the former adjacent agricultural land had been appropriated, so two openings were blocked. In the east end of the north range a concrete floor and inspection pit were added along with steel uprights for hydraulic vehicle lifting. This use continued until c. 2000 when the garage premises was vacated and the building complex went out of use.
- 6.16 The forecourt area was devoid of modern construction and so there is a high probability that historic structures, known to have existed in this location from cartographic evidence, could survive as below ground archaeological remains. An examination of any wall footings, surfaces and related features and the retrieval of any artefactual evidence would greatly assist in the understanding of activity on the site, establishing the nature and function of demolished buildings shown on historic maps and aid in the dating of the original stone built agricultural structures.

## **7. ACKNOWLEDGEMENTS AND CREDITS**

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### **PCA Credits**

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*Building Analysis and Report:* Malcolm Gould

*CAD, Illustrations and Figures:* Mark Roughley and Hayley Baxter

*Documentary Research:* Amy Roberts and Robin Taylor-Wilson

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### Cartographic Resources

The following maps were examined at the Durham County Record Office (extracts were obtained as necessary and as copyright allowed):

Plan of the Township of Brandon and Byshottles in the Parish of Brancepeth, 1838-39 (the Tithe map and its associated apportionment document)

Ordnance Survey 1st edition (6-inch scale), 1861

Ordnance Survey 1st edition (25-inch scale), 1874

Ordnance Survey 2nd edition (25-inch scale), 1897

Ordnance Survey (25-inch scale), 1920

Ordnance Survey (25-inch scale), 1939

Ordnance Survey (1:2,500 scale), 1962

Ordnance Survey (1:2,500 scale), 1993

Ordnance Survey (1:2,500 scale), 2012

### **Online Sources**

*Brandon and Byshottles Parish Council* website:

<http://parishes.durham.gov.uk/brandonandbyshottles>

*Durham County Record Office* website: <http://www.durhamrecordoffice.org.uk> (the 'Search the Catalogue' facility was used to examine 'Brancepeth Estate/Estate and Family Records/Deeds/Humbersledge')

*Durham Mining Museum* website: <http://www.dmm.org.uk> (the 'Search the Records' facility was used to examine HER entries for Meadowfield, Browney, Brandon, Brancepeth, etc.)

*Durham Records Online* website: <http://durhamrecordsonline.com> (the 'Search' facility was used to examine entries for Humble Sledge, etc.)

*The Historical Directories* website: <http://www.historicaldirectories.org> (the 'Search' facility was used to examine Durham directories for Brandon, etc.)

*The History of Parliament Online* website: <http://www.historyofparliamentonline.org> (the 'Search' facility was used to examine entries for William Russell)

*Keys to the Past* website (the online County Durham HER): <http://www.keystothepast> (the 'Search the Records' facility was used to examine HER entries for Meadowfield, Browney, Brandon, Brancepeth, etc.)

## **APPENDIX A**

### **PHOTOGRAPHIC RECORD**

Photograph 1	The site, from Browney Lane, looking north
Photograph 2	The site, from Browney Lane, looking east
Photograph 3	South range, south-west facing elevation, oblique view
Photograph 4	South range, south-west facing elevation, south end, front on view
Photograph 5	South range, south-west facing elevation, north end, front on view
Photograph 6	South range, south-west facing elevation, blocked-in window detail
Photograph 7	West range, north-west facing elevation, south end, oblique view
Photograph 8	North range, north-east facing elevation, oblique view
Photograph 9	North range, north-east facing elevation, north end, front on view
Photograph 10	North range, north-east facing elevation, south end, front on view
Photograph 11	South range, south-east facing gable elevation, front on view
Photograph 12	South range, south-east facing gable elevation, upper part detail
Photograph 13	South range, north-west facing elevation, oblique view
Photograph 14	South, west and north ranges, enclosed area, looking north
Photograph 15	North range, south-east facing elevation, oblique view
Photograph 16	North range, south-east facing elevation, south end, front on view
Photograph 17	North range, south-east facing elevation, wall stub detail
Photograph 18	North range, southern gable end, looking north
Photograph 19	North range, south-east facing gable elevation, front on view
Photograph 20	North range, southern gable end and boundary wall, looking NNE
Photograph 21	Fuel pumps in forecourt area, looking north-east
Photograph 22	Fuel pump in forecourt area, detail, looking north-east
Photograph 23	South range, internal, looking south-east
Photograph 24	South range, internal, gable-end doorway, looking south-east
Photograph 25	South range, internal, looking north-west
Photograph 26	South range, internal, roof space, looking north-west
Photograph 27	South range, internal, south wall, looking south
Photograph 28	South range, internal, south-wall, looking west
Photograph 29	South range, internal, north wall, looking east
Photograph 30	South range, internal, north wall, detail, looking north-west
Photograph 31	West range, internal, south-western room, looking NNE
Photograph 32	West range, internal, south-western room, floor detail, looking south-west
Photograph 33	North range, internal, south-eastern room, looking east
Photograph 34	North range, internal, south-eastern room, looking north-west
Photograph 35	West range, internal, north-eastern room, looking west
Photograph 36	West range, internal, north-eastern room, looking north



Photograph 1: The site, from Browney Lane, looking north (2m scale)



Photograph 2: The site, from Browney Lane, looking east (2m scale)





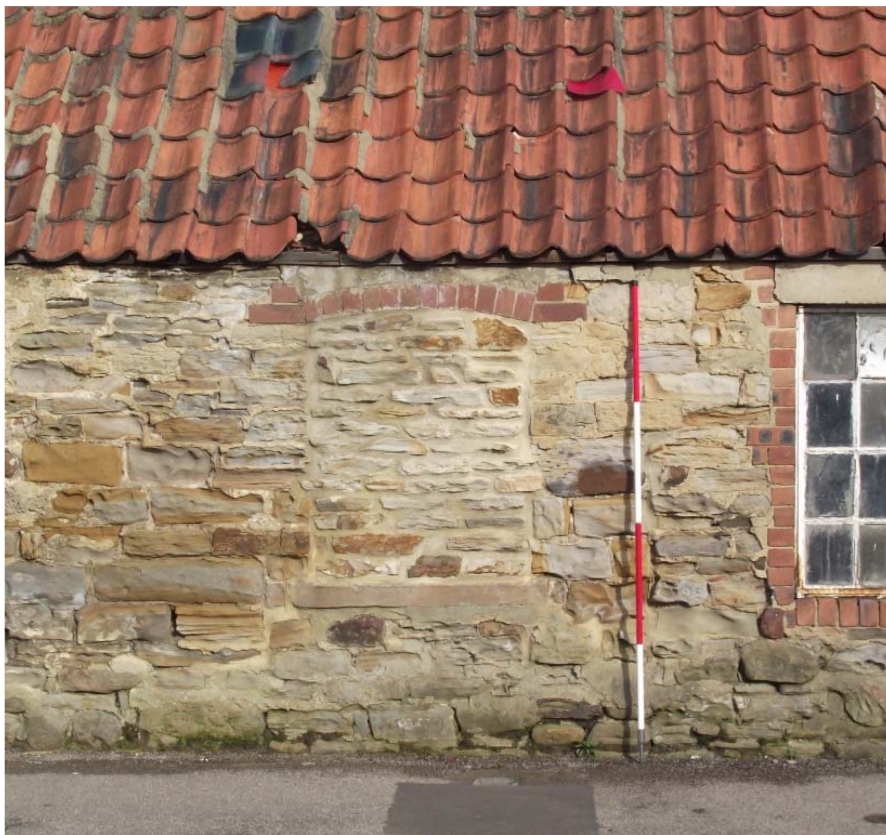
Photograph 3: South range, south-west facing elevation, oblique view (2m scale)



Photograph 4: South range, south-west facing elevation, south end, front on view (2m scale)



Photograph 5: South range, south-west facing elevation, north end, front on view (2m scale)



Photograph 6: South range, south-west facing elevation, blocked-in window detail (2m scale)



Photograph 7: West range, north-west facing elevation, south end, oblique view (2m scale)



Photograph 8: North range, north-east facing elevation, oblique view (2m scale)



Photograph 9: North range, north-east facing elevation, north end, front on view (2m scale)



Photograph 10: North range, north-east facing elevation, south end, front on view (2m scale)



Photograph 11: South range, south-east facing gable elevation, front on view (2m scale)



Photograph 12: South range, south-east facing gable elevation, upper part detail (no scale)



Photograph 13: South range, north-west facing elevation, oblique view (2m scale)



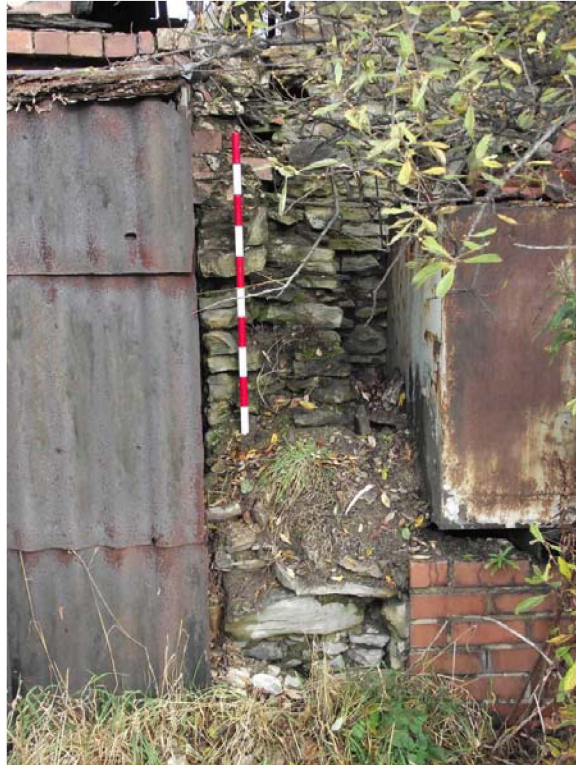
Photograph 14: South, west and north ranges, enclosed area, looking north (2m scale)



Photograph 15: North range, south-east facing elevation, oblique view (2m scale)



Photograph 16: North range, south-east facing elevation, south end, front on view (2m scale)



Photograph 17: North range, south-east facing elevation, wall stub detail (1m scale)



Photograph 18: North range, southern gable end, looking north (2m scale)





Photograph 19: North range, south-east facing gable elevation, front on view (2m scale)



Photograph 20: North range, southern gable end and boundary wall, looking NNE (2m scale)



Photograph 21: Fuel pumps in forecourt area, looking north-east (1m scale)



Photograph 22: Fuel pump in forecourt area, detail, looking north-east (no scale)



Photograph 23: South range, internal, looking south-east (2m scale)



Photograph 24: South range, internal, gable-end doorway, looking south-east (2m scale)



Photograph 25: South range, internal, looking north-west (2m scale)



Photograph 26: South range, internal, roof space, looking north-west (no scale)



Photograph 27: South range, internal, south wall, looking south (2m scale)



Photograph 28: South range, internal, south-wall, looking west (2m scale)



Photograph 29: South range, internal, north wall, looking east (2m scale)



Photograph 30: South range, internal, north wall, detail, looking north-west (2m scale)



Photograph 31: West range, internal, south-western room, looking NNE (2m scale)



Photograph 32: West range, internal, south-western room, floor detail, looking south-west (1m scale)



Photograph 33: North range, internal, south-eastern room, looking east (no scale)



Photograph 34: North range, internal, south-eastern room, looking north-west (no scale)





Photograph 35: West range, internal, north-eastern room, looking west (no scale)



Photograph 36: West range, internal, north-eastern room, looking north (no scale)

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